

## **AERONAUTICS SYSTEM**

### **AVIATION PLANNING IN NEW HAMPSHIRE**

#### **NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS**

The Federal Secretary of Transportation is required by the Airport and Airway Improvement Act of 1982 (PL 97-248) to prepare and publish a national airport system plan for the development of public use airports in the United States. This plan is called the National Plan of Integrated Airport Systems (NPIAS). It is prepared by the Federal Aviation Administration's Office of Airport Planning.

The NPIAS is designed to identify the present and anticipated needs of civil aviation, national defense, and the Postal Service. The NPIAS must also take in account forecasted technological developments in aviation; forecasted developments in other modes of transportation; and the relationship of each airport to the rest of the transportation system in a particular area. The NPIAS must be realistic and use integrated system planning. The NPIAS consists of one five-year planning period starting with the current year.

Inclusion of airports in the NPIAS is based upon a variety of criteria, the first of which is that the airport be open to the public. Additional factors considered for NPIAS participation include such things as the type of airport; whether or not commercial service is available; the number of passengers served by commercial service; the number of aircraft based at the airport; the types of approaches available; the number of aircraft operations each year; military aircraft based at the airport; driving distance to nearby NPIAS airports; and whether or not the airport is a scheduled United States mail carrier stop.

Airports included in the NPIAS are eligible to apply for federal assistance in funding capital improvement projects. Under the provisions of the Airport Improvement Plan (AIP), the federal government will, once a project has been approved and funds allocated, normally fund up to 95 percent of the project's cost. The funds are provided in the form of a grant and are derived from the federal Airport and Airway Trust Fund. In return for receiving these funds, the airports' sponsors agree to develop the airport in accordance with Federal Aviation Administration's safety and design standards and to continue to operate the airport as a public-use facility for a minimum period – usually 20 years. For most projects in New Hampshire, the State pays up to five percent of the project costs and the airport sponsor pays the remaining five percent.

In fiscal year 2007, the Airport Improvement Program (AIP) brought approximately \$36 million federal dollars annually to the State. The federal funds have been matched with approximately \$2.1 million in State General Fund dollars and \$7 million in sponsor funding on an annual basis. It should be noted that this level of federal funding for the past several years is elevated due to the extensive work being accomplished at the Manchester-Boston Regional Airport

and additional funds to assist Portsmouth International Airport at Pease to complete the conversion from a military airport to a civilian airport.

Aviation-related revenues are provided in part by fuel taxes and registrations. Aviation fuel is taxed as follows:

Aviation gasoline (general aviation):	4 cents per gallon
Jet fuel (general aviation/corporate):	2 cents per gallon
Jet fuel (commercial aviation):	0.005 cents per gallon

The fuel tax is collected by the New Hampshire Department of Safety, Road Toll Section, and after they deduct an administrative fee, the remainder is deposited in the State General Fund. The Fiscal Year 2007 fuel taxes amounted to approximately \$312,729.

Aviation registration fees collected by the NH Department of Transportation amounted to approximately \$900,000 in 2007 with 25% being returned to the airport where the aircraft is based (required by Statute RSA 422:36) and the remaining 75% deposited in the State General Fund.

## NPIAS AIRPORTS IN NEW HAMPSHIRE

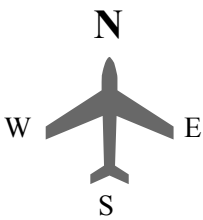
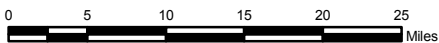
New Hampshire currently has 24 airports that are open to the public. Of these 24 airports, 11 are currently included in the NPIAS. In order to maximize federal funding assistance for capital improvements at these airports, the NHDOT Bureau of Aeronautics develops and publishes a statewide Capital Improvement Plan. The plan covers a five-year planning cycle as required by the Federal Aviation Administration (FAA) and lists projects for each airport in a logical, prioritized schedule. Priorities are established based upon FAA guidelines, airport needs, and estimates of funding availability. Safety and security projects have a higher priority than other planned projects. Federal funds are available for capital improvement projects for airfield facilities such as runways, taxiways, and snow-removal equipment. Planning projects such as airport master plans are also eligible. Federal funding cannot be used to pay for normal airport maintenance or operation costs.

In addition to funding projects for individual airports, federal funding can also be made available directly to the State of New Hampshire for aviation-related projects, which affect and benefit the state as a whole. Examples of these projects include:

- Pavement Maintenance System (PMS): Under this plan, pavement conditions at New Hampshire airports are evaluated and entered into a computer plan (Paver 5.0), which then estimates pavement deterioration time and prioritizes pavement maintenance projects. Federal funds are then requested as necessary for pavement improvements in an effort to extend the life of airport pavements throughout the state.
- The Airport Information Management System (AIMS) is another project for which federal funding is available. The project involves obtaining and maintaining a computerized database containing a wide range of information on each airport within the state. The plan is also capable of organizing the data in a variety of ways in order to produce reports and other products to serve the FAA, NHDOT Bureau of Aeronautics, other state agencies, and the public.
- State System Planning. Federal funding is also available for updating the State Airport System Plan, a plan similar to the federal NPIAS, but prepared by the state and more locally focused. The State Airport System Plan was last updated in 2003. The previous update was in 1993 and many changes have occurred since that time. The current state plan update includes an economic assessment of the impact of airports within the state on a community, regional, and statewide basis.

The federal process for planning and funding aviation projects differs greatly from other processes more familiar to NHDOT. Sources of funds, planning, grant application and project management in the aviation sector are often unique, but the State has developed an effective plan for assuring New Hampshire airports are meeting the challenges posed by the ever-growing aviation sector.

PUBLIC USE AIRPORTS



Legend

- COMMERCIAL SERVICE
- NPIAS (National Plan of Integrated Airport System)
- GENERAL AVIATION (Non Federally funded)
- STATE OWNED NAVAID

PUBLICLY OWNED

Runway surface & length

PRIVATELY OWNED

Runway surface & length

